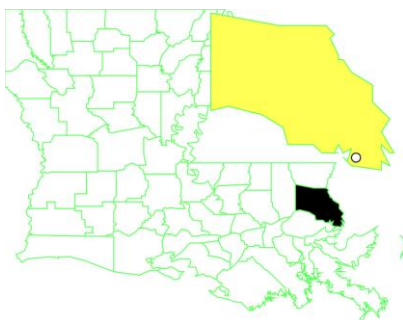


SOUTHERN SHIPBUILDING LOUISIANA

EPA ID# LAD008148015
Site ID: 0601494



EPA REGION 6
CONGRESSIONAL DISTRICT 01
St. Tammany Parish
Slidell

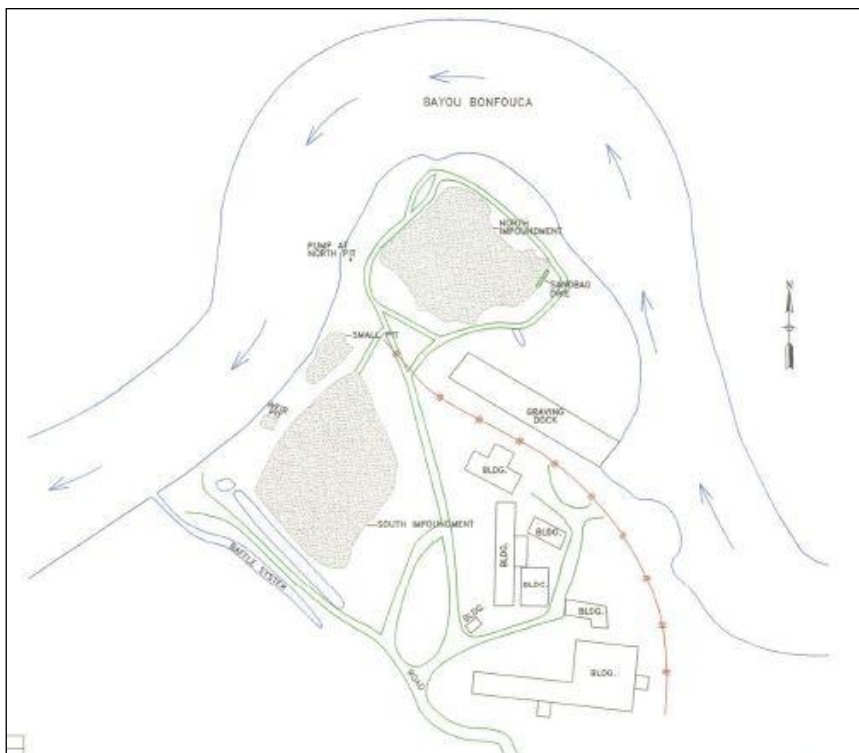
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Last Updated: January 2012
No new updates as of: July 2012

Background

The Southern Shipbuilding Corporation (SSC) is located at 999 Canulette Road in Slidell, St. Tammany Parish, Louisiana. The SSC site is situated on 55.8 acres of land.

The facility was founded in 1919 by David and Frank Canulette and incorporated as the Canulette Shipbuilding Company (Canulette) in 1920. During and after World War II, Canulette constructed vessels for the U.S. Navy. In 1954, the site was purchased and operated by the J&S Shipbuilding Corporation (J&S). J&S was acquired by the Seligman family in 1957, and its corporate name was changed to the Southern Shipbuilding Corporation. Operations at the site included "gas freeing" (or the control of vapor buildup associated with cargo bearing barges), barge cleaning, ship construction and repairing operations. The Southern Shipbuilding Corporation filed a petition for bankruptcy and ceased operations in 1993. The property is currently owned by Equity Development Systems Limited (EDS) in New Orleans, Louisiana.

The site included a graving dock where maintenance operations occurred and two sludge pits that were used to dispose of wastes pumped from vessels. Waste drums, containers, contaminated debris, scrap metal piles, and abandoned equipment were reported to have been scattered across the site. The Southern Shipbuilding facility was issued two Compliance Orders by the Louisiana Department of Natural Resources in 1984 and 1987. In August 1992, it was discovered that the levees around the sludge pits had failed, and 325,000 gallons of materials were released into Bayou Bonfouca. The LDEQ issued a third Compliance Order to Southern Shipbuilding, directing it to stop all unauthorized discharges and to comply with pollution control laws. The site was identified to the EPA in December 1992. An investigation conducted by the EPA determined that the north sludge pit was releasing material into the bayou. In 1993 and 1994, the EPA initiated two removal actions at the site to pump down water levels within the sludge pits and treat the discharge waters. In 1994-95, the EPA and USAGE installed sheet piling around the levees.



The site was added to the National Priorities List (NPL) on May 10, 1995 and was divided into two Operable Units (OU). OU1 consisted of the area of the facility around the graving dock and the sludge pits (approximately 11 acres); OU2 comprised the rest of the site.

The contaminant of concern in the soils and sludge located in and around the sludge pits was polynuclear aromatic hydrocarbons (PAHs). The contaminants in the sediments in the graving dock were tributyltin. The contaminants in the OU2 soil were PAHs, polychlorinated biphenyls (PCBs), lead, and arsenic (EPA, 1997). It was also later determined that several locations were contaminated with asbestos-containing material (ACM).

The Southern Shipbuilding Corporation site is surrounded by residential areas to the west and south. The southeastern portion of the site is heavily wooded and is bounded by State Highway 433. The northern and eastern boundaries of the site is Bayou Bonfouca. Across Bayou Bonfouca to the north, the land use is both residential and commercial. Approximately 7,052 people lived within a one-mile radius of the site. Future use is assumed as light industrial, consistent with current city of Slidell zoning requirements.

The Record of Decision (ROD) for OU1 was signed on July 20, 1995, and the ROD for OU2 was signed on September 15, 1997. The ROD for OU1 included: excavation of contaminated soil, sludge, and sediments and incineration off site; the disposal of residual ash under a two foot clay cap on-site; excavation of soils contaminated with PAHs under the SSC site clay cap; backfilling and grading all excavated areas; groundwater monitoring; and access controls and warning signs.

The ROD for OU2 was signed on September 15, 1997, and recommended no further response at the site.

Current Status

- The site is in the operation and maintenance phase awaiting a Ready-for-Reuse proposal.
- The Louisiana Department of Environmental Quality (LDEQ) and the site owner maintain the site.
- The landfill cap is inspected once every year and the remedy is evaluated every five years.
- Discussions on reuse are being conducted between the city of Slidell and the current owner.
- A third Five-Year Review Report was completed in September 2010. Annual inspections are planned to continue until a 2015 five-year review is complete and will address the site's short-term protectiveness of public health and the environment.



Benefits

- Incineration of 67,000 cubic yards of contaminated soils and sludges eliminated the potential for human or ecological exposure.
- Capping the landfill eliminated potential exposures and releases to the environment.
- The cleanup allows the return of the property to redevelopment opportunities.

National Priorities Listing (NPL) History

Site Hazard Ranking System Score: 50.00

Proposed Date: 2/13/95

Final Date: 5/26/95

Deleted Date: 6/16/98

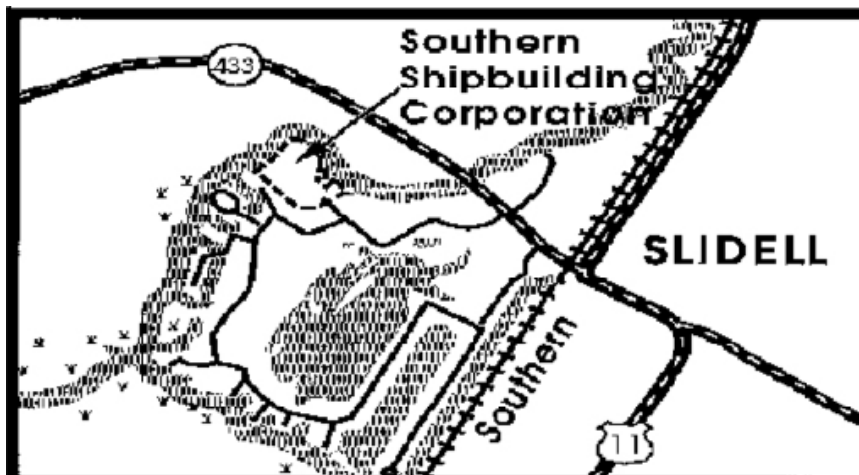
Site Description

- Location:** The site is a former barge cleaning, building, docking and repair facility located within St. Tammany Parish, in the city of Slidell, Louisiana. The site is located on approximately 55.8 acres at 999 Canulette Road, just down stream of the State Highway 433 Bridge and adjacent to Bayou Bonfouca, approximately 1.5 miles downstream of the Bayou Bonfouca Superfund site.
- Population:** Approximately 26,000 residents live in the surrounding community.
- Setting:** Bayou Bonfouca borders the site from the north and east, on the south by Canulette Road and on the west by Bonfouca Road. The nearest residence to the site is approximately 400 feet to the southwest. The nearest drinking water well is approximately ¼ mile southwest of the site. Contaminants from the site were found in Bayou Bonfouca.
- Hydrology:** A shallow groundwater zone was contaminated by the site impoundments and moved toward the bayou in a northwest direction. A uniform clay layer separates the shallow zone from a deeper water-bearing unit referred to as the upper confined aquifer, which is not being contaminated by the impoundments. The flow in this unit is toward the south.

Wastes and Volumes

- PITS- 35,000 cubic yards of sludges contaminated with polycyclic aromatic hydrocarbons (PAH's) were in several pits and lagoons, comprising about 8 acres.
- GRAVING DOCK - Sediment contained tri-butyl-tin (estimated 3,000 cubic yards) from decades of hull repairs.
- PROPERTY - The facility had a variety of "hot spots," including: explosive/volatile paints, soils contaminated with elevated levels of metal contaminants such as lead and copper, polychlorinated biphenyls (PCB) and poly cyclic aromatic hydrocarbon (PAH) contaminated soils, and surface asbestos contamination.
- BAYOU - contamination from pits and the graving dock were released into the bayou but concentrations were below cleanup levels.

Site Map



Health Considerations

- The pits and hot spots at this site contained highly toxic materials. The property was not safe for human habitation nor was it usable for commercial enterprise. Human health threats also existed for recreational users of the Bayou.
- Historic flooding occurred in the area and residents along the Bayou complained that contaminants from the site were deposited on residential properties.

Record of Decision (ROD)

Source Control, Operable Unit 1: ROD signed July 20, 1995
No Further Action, Operable Unit 2: ROD signed September 15, 1997

The Southern Shipbuilding Superfund site remedy for OU1 included:

- Off-site incineration of pit wastes (incinerated at Bayou Bonfouca site),
- Consolidation/capping of soils on-site not addressed by incineration,
- Consolidation/capping of incinerator ash on site, and
- Removal and incineration of tributyltin-contaminated sediments from the graving dock.

Approximate Cost for OU1: \$22 Million

The remedy for OU2 called for No Further Federal Remedial Action since the known waste areas were addressed through extensive removal actions of site wastes.

Approximate Cost for OU2: \$3 Million

Site Contacts

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